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VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER, and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot-Plants and for use in the Garden generally.

It supplies natural nutriment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each. £1.75. 25 lbs. £4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS"

LAWN MOWERS.

The Best and Cheapest Machines in the Market. For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY, Established A.D. 1841, Hongkong, 12th August, 1895.

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The Daily Press.

HONGKONG, OCTOBER 1st, 1895.

From today the colony is to be put on short allowance of water, to the great inconvenience of the community and danger to the public health. The rainfall of last week has made only a trifling difference to the reservoirs, but it has set the streams running a little and will keep the springs supplied for some time. Although continuous rain was for the most part gentle and the Observatory reports give only 2.24 inches as the total for the five wet days. Such as it was, the break in the drought was very grateful, but the expectation that it would tide the colony over its difficulties and render the limitation of the water supply unnecessary was unfounded. We are now at the beginning of the dry season, with the reservoirs little more than half-full. In the last two years the reservoirs were full at the end of October, yet there was a water famine before the end of the dry season. From this it will be seen how gloomy are our present prospects. In 1893 and again in 1894 the October rainfall amounted to between seventeen and eighteen inches, but that was exceptional, the ten years' average being only 4.78 inches. On the doctrine of chances we can hardly hope for a repetition of such exceptional rainfall during the present month, and appearances are wholly against it, as the north-east monsoon seems to have set in. We must hope for the best, however, and in the meantime husband our supplies so as to make them hold out as long as possible.

The Tiam reservoir has a gathering ground of 700 acres. The same stream at a point lower down, where its bed is approximately 100 feet above the sea, has a gathering ground of 1,490 acres, of which 700 contribute to the existing Tiam reservoir. In his report last year, from which we take these particulars, Mr. CHADWICK considered the various means of augmenting the supply and recommended that the Tiam dam should be at once raised to the utmost extent that appears safe, and that the dry weather flow of the Tiam stream should be investigated with a view to its complete utilisation if the results were favourable. It was decided to raise the dam of Tiam reservoir by 12 ft. 6 in., increasing the storage capacity by 78,000,000 gallons, and about half the work was accomplished last winter. Unfortunately the rainfall this season has been insufficient to fill the reservoir even to the extent of its original capacity. The outlook, therefore, is a very black one. Would it not be possible at once to make temporary arrangements for pumping from the stream below the Tiam dam? Even in the driest season there is always some flow of water there and in the present emergency any addition to the available supply, however small, would be valuable.

The root of the difficulty, however, lies in the unfortunate policy which has been

adopted of laying the water on to all the Chinese houses. Had the former system of "allowing the Chinese" to draw their supplies from street fountains been adhered to the colony would have been spared the scourges of the last few years and the calamity which we are now threatened. From whatever point of view it be considered, the policy adopted is a mistake. It renders necessary the adoption of the intermittent system, the evils of which Mr. CHADWICK very forcibly points out in his report already referred to, namely, (a) the entrance of foul air, foul liquids, and possibly disease germs into the water mains; (b) the growth of fungi and corrosion in the pipes; (c) the undue wear and tear of the distribution system; (d) the difficulty of equitable distribution of water throughout the waterworks area; (e) the waste of water; (f) the failure to provide efficient fire service. In concluding his remarks under this heading he says that "it is worthy of consideration whether, if restriction has to be adopted, the best plan would not be to shut off all house services, leaving the people to obtain their water from public taps, temporarily erected if necessary, in the manner adopted in England during droughts." We would commend this recommendation to the serious attention of the Government at the present juncture. The cutting off of the house services in the Chinese quarters and wherever the meter system is not rigidly enforced appears an absolute necessity. If that measure were adopted the amount of water at present in storage would, there is good reason to believe, last the colony until the next rainy season commences.

The delivery of the French mail was begun at 8.55 a.m. yesterday.

There were 2,128 visitors to the City Hall Museum last week, of whom 148 were Europeans.

Thursday next, being the Chinese mid-autumn festival, is to be observed on a holiday by the Revenue Customs.

The following appointments have been made at the Admiralty: Commander C. E. Kingsmill, to the Archer, to date 27th August.

The time, treacherous, is ordered to be put out of commission in Chatham Dockyard, and no longer employed in receiving duties.

The cattle charged with forcing the trade mark of the Wo Hop firm was sent to goal for four months by H. B. Woodhouse at the Police Court yesterday.

The O. & O. steamer Coptic, with mails, &c., from San Francisco to the 12th inst. via Honolulu, has arrived at Yokohama and will leave for this port this morning via Nagasaki.

At Colombo four leading Army officers have been convicted of leading troops on the high seas without a license, in a manner calculated to frighten houses, and fined five rupees each, or in default one week's simple imprisonment. The imposition on one of the defendants was paid by the Government, but the other three were committed to goal for a week.

Several persons, says a contemporary, will feel disposed to deny that Captain Henry Darnley, R.N., deserves the additional pension of £80 a year which has been awarded him. As early as 1852 he had obtained the rank of Major, and in 1854 he was promoted to the rank of second master of the *Spartan*, was subsequently mentioned for his services against pirates on the Chinese coast, and again in November, 1854, he distinguished himself in another raid on pirates in the Bay of China.

From the latest report of the British Consul-General at Frankfurt on the trade of Germany it appears that in the year 1890 the value of Germany's direct export to Japan had not amounted to 1,000,000 marks. In 1898, however, it rose from 5,000,000 marks to 18,000,000 marks; in 1891 it again rose to 13,000,000 marks; in 1892 it rose to 17,000,000 marks, and in 1893 to 18,500,000 marks, the highest point yet reached. The British exports to Japan at the same time amounted to 118,000,000 marks.

At the suggestion of the German Envoy at Tokyo and the Prussian Minister of Commerce, the Central Committee of German Manufacturers, in order to publish a periodical in the German language, the purpose of advertising German goods among the Japanese people, it has been ascertained that Japan is likely to prove a much better market for German goods than was till lately suspected. A similar result was achieved by the German people in the Japanese and Chinese languages in the Oriental Seminary at Berlin.

In the Leeds Chamber of Commerce on 29th August the president raised the question of the best way of promoting British trade in South-West China. He suggested that a railway from the coast to the interior, a distance of 700 miles, costing about five million pounds, should be promoted under Imperial Government. The interest at 3 per cent. would only involve a liability of £150,000 a year. It was decided to refer the matter to the Chinese Government. According to Reuters, the Government has replied that the money and estimates for the railway are in course of preparation.

A return has been presented to Parliament giving the Australian mail contracts entered into by the Postmaster-General and the Peninsular and Oriental Steam Navigation Company and the Orient Steam Navigation Company respectively. New agreements extend to existing contracts until January 31st, 1898. The companies at the same time undertake that they will respect the Australian mail contracts entered into by the Peninsular and Oriental Steam Navigation Company and the Orient Steam Navigation Company respectively. The companies at the same time undertake that they will respect the Australian mail contracts entered into by the Peninsular and Oriental Steam Navigation Company and the Orient Steam Navigation Company respectively.

Messrs. S. W. Roys & Co. in their report dated Manchester, 24th August, say:—The improvement noticeable in the pig iron markets at the end of July has been well maintained during the month, and prices have steadily advanced, being now about 1.61 per ton higher than they were some four weeks ago. A further advance seems quite probable, shipments are good and there is a good enquiry for early delivery and also for delivery sometime ahead. There are no indications for any direction. The weather has lately been very reasonable, and it is to be expected that the autumn should be a good one. Arrivals are now 15,16,000 tons daily. A strong demand for Japan rail during last month, and the market was well supplied. The market for iron was well supplied. The market for iron was well supplied. The market for iron was well supplied.

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THE AUSTRALIAN MAIL.

The E. & A. steamer *Manila*, from Australia, arrived yesterday. The following telegrams are from the Australian Mail:

NO SPECIAL POSITION FOR THE DUKE OF CAMBRIDGE.

London, 30th August.

In the House of Commons this evening Mr. A. J. Balfour, First Lord of the Treasury, was questioned as to the intentions of the Government in regard to granting a special position to the Duke of Cambridge, who is about to retire from the position of Commander-in-Chief of the Army.

Mr. Balfour replied that the Government did not intend to grant a special position, but that the Duke was entitled to a retiring allowance of £2,000 a year.

THE NEW MEMBERS.

London, 30th August.

M. Delmas, the French Minister for the Colonies, has stated that he was not aware of the Government's intention of paying with Rear-Admiral Bridges, the British Admiral on the Australian station, concerning the future control of the New Hebrides.

It is not a fact that England and France are preparing to control the New Hebrides.

At Lowestoft, on the coast of Suffolk, England, a serious conflict has taken place between the coastguard and a Belgian steamer which was passing under the British flag.

The coastguardmen appeared suddenly on the scene, and the steamer, though surprised, made a desperate attempt to escape. The coastguardmen attacked them with determination, and after a vigorous fight, in which many of the men were wounded, the coastguard were secured.

FIGHTING IN AFRICA.

London, 1st September.

A severe conflict has taken place in the Adah district, Africa, between a force of Belgians and a body of Mahdists.

The fighting resulted disastrously for the Belgians, Lieutenant Cassin and nineteen of his men being killed.

THE FAMINE COMMISSION.

London, 1st September.

The Russian authorities have arrested Mr. Macartney, the British agent at Kashgar, for having crossed the Red Sea in order to join the famine relief commission, without having first obtained a permit.

THE KING OF BELGIA WASHES SEAWARD BY THE TIDE.

London, 1st September.

While bathing at the beach, the king of Belgium, King Alexander of Serbia and his wife, were carried seaward by the tide. King Alexander exhibited great presence of mind, and succeeded in saving himself, but his attendant was drowned.

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There was an amusing sitting of the House of Commons during Friday night owing to the aggressive attitude of Mr. Timothy Hilly when the House was in Committee of Supply.

During the debate on the Estimates, Mr. Hilly said that the estimates showed the establishment of a system of penny postage, but had never been invited to join in one.

Mr. Hilly, Financial Secretary to the Treasury, in reply to Mr. Hilly said that the estimates of the colonies was a great stumbling block in the way of establishing a system of penny postage. The Post Office also objected the way.

Mr. D. P. Provand suggested that a committee should be appointed to inquire concerning past and future mail contracts.

Mr. Hilly stated that a departmental committee was now sitting on the subject, and he would be willing to submit the suggestion to the Post Office authorities.

THE DISTRESS IN NEWFOUNDLAND.

London, 1st September.

Sir Charles Dilke and Mr. Joseph Chamberlain, Secretary of State for the Colonies, condemned the action of Lord Ripon, late Secretary of State for the Colonies, in having spent £20,000 in relief of Newfoundland, as the report of the Commissioners showed that the distress in Newfoundland was not specially severe.

RAILWAY IN EAST AFRICA.

London, 1st September.

A vote of £20,000 for the beginning of the construction of a Government railway from Mombasa to Lake Victoria Nyanza, East Africa, was passed.

MINISTERIAL ELECTION.

London, 1st September.

Mr. E. B. Finch, Q.C., who was recently appointed Solicitor-General in the Government, has been re-elected unopposed.

ENGLISH CRICKET.

London, 1st September.

Playing for Middlesex in a match against Kent, Mr. A. E. Stoddart scored 131 runs.

CHOLERA AT HONOLULU.

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An outbreak of cholera has occurred at Honolulu, in the Hawaiian Islands. Nine deaths have resulted.

Owing to the outbreak the steamer *Manila* did not stop at Honolulu, and thus avoided rendering her liable to quarantine on her arrival at San Francisco.

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M. J. Herbolz, a French Ambassador in Berlin, has left the German capital, and will not return till the war celebrations are over.

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Sixty others were more or less injured.

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London, 1st September.

In an article upon the future of New South Wales, the *Standard* says that the banking proposals of Mr. G. H. Reid, Premier of New South Wales, indicate that there is a fear of another run in the colony, and will not tend to raise New South Wales credit.

The *Standard* also expresses doubt as to whether the time has arrived for authorizing the investment of British trust funds in colonial securities.

On commenting upon the supplementary Budget speech delivered by Mr. G. H. Reid in the New South Wales Legislative Assembly on Tuesday last, the *Times* expresses the opinion that Mr. Reid's statement is a very satisfactory one.

THE REVIVAL IN TRADE AND BISMETALLISM.

London, 1st September.

In commenting upon the revival in trade, the *Times* expresses the hope that one of the results of the imp movement will be that the question of bimetallism will be relegated to the background.

SHIPPING REPORTS.

The Japanese steamer *Matsumoto Maru*, from Kaituma, 28th Sept., had strong breeze with overcast cloudy weather and rain throughout the passage.

The British steamer *Wingard*, from Calcutta 12th Sept., Penang 15th, and Singapore 22nd, had fine weather to within 100 miles of port when experienced moderate northerly gale with choppy sea.

The British steamer *Almair*, from Sydney 3rd Sept., had light variable winds and fine weather from Sydney to Cebu; thence to port light to moderate westerly winds with showery weather and long M.E. swell.

The German steamer *Legation*, from Changhai 15th Sept., and Wooming 20th, had light breeze from the north-east, and anchored under North Island. On the 27th north-easterly gale with rain, at night anchored under North Island. Thence to port strong to moderate N.E. monsoon with rain squalls.

PASSENGERS BOOKED FOR THE EAST.

Per Messageries Maritimes steamer *Salade*, Marseilles, Sept. 15—To Shanghai: Messrs. Tillot, Robins, Mr. and Mrs. Duguid, and child. To Hongkong: Messrs. Barr, Dunn, and Beggs.

Per P. & O. steamer *Balaclava*, from London, Aug. 29—To Kobe: Miss M. H. Fern, and friend. To Hongkong: Mr. W. Taylor, Mrs. Watson, Assistant Engineer P. A. Sanderson, Commander R. C. Spence, and child.

Per P. & O. steamer *Rome*, from London, Sept. 10—To Shanghai: Miss E. Turner, Rev. J. Ross, D.D., Mrs. Ross and two children, Miss M. S. Davidson, Miss E. C. Jones, Miss E. C. Jones, Mr. C. O. Jones, Rev. J. A. Macle, Rev. J. Stobie, Miss Miles, Rev. Dr. J. M. Graham, Miss Anderson, Mrs. F. M. Jones, Mr. L. Little, Miss Myers, To Hongkong: Miss E. C. Jones, Mr. A. Alexander, Mrs. B. K. Jones, Mr. Canadian Pacific steamer *Empress of India*, from Vancouver, Oct. 14—To Yokohama: Capt. Kay, Count Mita, Mr. Tanaka. To Shanghai: Mr. C. Hanbury, Mrs. Allen, To Hongkong: Lieut. Lamb, Rev. F. L. Jones, Mr. O. M. Jones, and Mrs. J. E. Jones, Rev. C. W. Moss, Mr. Cassels.

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HONGKONG REGISTER.			
Previous	On Date	On Date	On Date
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17
20.17	20.17	20.17	20.17

HONGKONG TIDE TABLE.

1st to 7th October.

High Water	Low Water
1. 10.15	1. 10.15
2. 10.15	1. 10.15
3. 10.15	1. 10.15
4. 10.15	1. 10.15
5. 10.15	1. 10.15
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NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY

CONSIGNEES per Company's Steamers

"PALAU" are hereby notified that the Cargo is being dis-

charged into Craft, and/or landed at the Go-

downs of the Underwriter, in both cases it will

be at Consignee's risk. The Cargo will be

ready for delivery from Craft or Godown on

the 2nd inst. Goods undelivered after the 2nd inst. will

be subject to Rent. All damaged Goods must

be left in the Godown, where they will be

examined at 11 a.m. on the 4th inst.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 25th September, 1895. [1009]

NORDBREITSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "KARLSRUHE."

The above-named steamer having arrived,

Consignees of Cargo are hereby informed

that their Goods, with the exception of Opium,

Tobacco and Valuables, are being landed and

stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, where delivery

may be obtained.

Optional Cargo will go on to Shanghai unless

notice to the contrary be given before 4 o'clock

this afternoon.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd inst. will be sub-

ject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on WEDNESDAY, the 2nd inst. at

3 p.m.

All claims must reach us before the 7th Octo-

ber, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MELCHERS & CO.,

Agents.

Hongkong, 25th September, 1895. [7]

FROM HAMBURG, PENANG, AND

SINGAPORE.

THE Steamship

"KILDEHILDE"

Captain Fock, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Underwriter and to

take immediate delivery of their goods from

sluice.

Optional Cargo will be forwarded unless notice

to the contrary be given before Noon To-day.

Any Cargo impounding for discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 4th inst. will be sub-

ject to rent.

All broken, chafed, and damaged goods are

to be left in the Godowns, where they will be

examined on the 4th inst. at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & CO.,

Agents.

Hongkong, 27th September, 1895. [2025]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PRIM"

are hereby notified that the Cargo is being dis-

charged into Craft, and/or landed at the Go-

downs of the Underwriter, in both cases it will

be at Consignee's risk. The Cargo will be

ready for delivery from Craft or Godown on

the 2nd inst. Goods undelivered after the 2nd inst. will

be subject to Rent. All damaged Goods must

be left in the Godown, where they will be

examined at 11 a.m. on the 4th inst.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th September, 1895. [2027]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BRINDISI."

FROM BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

being landed and stored at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

This vessel brings on Cargo—

From Persian Gulf & S. India. Mobile and Kitee.

Optional goods will be landed here unless

instructions are given to the contrary before

4 p.m. To-day.

Goods not cleared by the 5th inst. at 4

p.m. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godowns and examined by a representative of this

Office will attempt to examine them at 10 a.m. on the

4th and at 10 a.m. on the 4th inst. after

which no claims will be recognized.

ALCOCK & CO.,

Acting Superintendents.

Hongkong, 23rd September, 1895. [1]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY, AND

TAMULU.

THE Company's Steamship

"FORMOSA."

Captain Davis, will be despatched for the above

Ports To-day, the 1st inst. at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & CO.,

General Managers.

Hongkong, 30th September, 1895. [2007]

FOR SINGAPORE, HAYRE, AND

HAMBURG.

(Calling at Naples for landing Passengers if

sufficient inducement offers.)

THE Steamship

"NIOBE."

Captain P. J. Jones, will be despatched for the

above ports To-day, the 1st inst. at 4 p.m.

This steamer has superior accommodation for

First, and Second Class Passengers and carries

a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN & CO.,

Agents.

Hongkong, 29th September, 1895. [1968]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFALLOCH"

Captain F. W. Jones, will be despatched at above

THIS EVENING, the 1st inst. at 5 p.m.

instead of as previously notified.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 25th September, 1895. [2013]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA"

Captain Williams, will be despatched on

THURSDAY, the 10th inst. at 3 p.m.

The attention of Consignees is directed to the

Superior Accommodation offered by this

Steamer. First-class Saloon is situated forward

of the Funnel. A Refrigerating Chamber

ensures the supply of Fresh Provisions during

the entire voyage.

A qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 30th September, 1895. [2040]

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS

FOR LONDON, HAMBURG, AND

ANTWERP.

THE Steamship

"CARMARTHENSHTIRE."

Captain Stanock, will be despatched for the

above ports To-morrow, the 2nd inst. at

Noon, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 26th September, 1895. [1640]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ARGYLL."

Captain Duncan, will be despatched To-

morrow, the 2nd inst. at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th September, 1895. [1976]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates

for Nippon, Cebu, New York, Yokohama, Kobe,

Hankow, and Peking via Amoy.)

THE Company's Steamship

"SARAPEDON"

Captain Jackson, will be despatched at above

To-morrow, the 2nd inst. at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th September, 1895. [2038]

NAVIGAZIONE GENERALE ITALIANA

(FLORENCE AND RAVENNA UNITED COMPANIES)

STEAM FOR

SINGAPORE, PENANG, AND

BOMBAY.

Having connection with the Company's Mail Steamer

ADDU, SUEZ, PORT SAID,

MESSINA, NAPLES (LEGHORN),

VENICE, TRIESTE, and GENOA.

For further Particulars regarding Freight

and Passage, apply to

CARLWITZ & CO.,

Agents.

Hongkong, 24th September, 1895. [6]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU (via Nagasaki) Tuesday, Oct. 8,

Kobe, Inland Sea, and

Yokohama) at Noon.

CITY OF RIO DE JANEIRO

(via Nagasaki, Kobe, Inland Sea, and

Yokohama) Saturday, Oct. 23,

at Noon.

CITY OF PEKING (via

Nagasaki, Kobe, Inland Sea, and

Yokohama) Saturday, Nov. 16,

at Noon.

Kobe, Inland Sea, and

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VESSELS ADVERTISED AS LOADING

DESTINATION.

VESSEL'S NAME.

FLAG & RIG.

CAPTAIN.

FOR FREIGHT APPLY TO.

TO BE DESPATCHED.

LONDON, &c.

LONDON VIA SUEZ CANAL.

LONDON VIA SUEZ CANAL.

LONDON VIA SUEZ CANAL.

LONDON VIA SUEZ CANAL.